

Transportation Improvement Program FY 2011/2012/2013/2014



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BAY CITY AREA Transportation Study (BCATS)

**Final Report
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Cover photograph: M-84 Bridge Replacement over I-75, April 14, 2010

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Chapter 1– Introduction & Outreach

Introduction

The Transportation Improvement Program (TIP) is an integral part of the planning process for the Bay City Area Transportation Study (BCATS). According to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005 and 23 USC 134(a) and (h)/FTA-Sec 8(a) and (h), a TIP must be developed for the Bay City metropolitan area by BCATS in cooperation with the State and transit operators. SAFETEA-LU expired initially on September 30, 2009 at the end of FY 2009, but has since been extended to the end of 2010. The TIP must be updated and approved at least every four years by BCATS and the Governor. It must include all projects to be funded under Title 23 and the Federal Transit Administration (FTA), this includes all highway, transit, non-motorized transportation projects, and any regionally significant projects both federally funded and non-federally funded. There must be a reasonable opportunity for public comment prior to TIP approval. The TIP must cover a period of not less than 4 years and must include a priority list of projects to be carried out in the first 4 years. The TIP shall be financially constrained and include a financial plan that demonstrates how the projects can be implemented while the existing transportation system is being adequately operated and maintained. Only projects for which construction and operating funds can reasonably be expected to be available may be included. In developing the financial analysis, BCATS shall take into account all projects and strategies funded under Title 23, U.S.C., and the Federal Transit Act, other Federal funds, local sources, State assistance, and private contributions. The TIP must be consistent with the BCATS 2035 Metropolitan Transportation Plan and any future updates to the plan.

Implementing agencies in the BCATS area include: the Cities of Bay City and Essexville, the Bay County Road Commission (BCRC), the Bay Metro Transit Authority (BMTA) and the Michigan Department of Transportation (MDOT). MDOT is the implementing agency for all state highway projects. These agencies have representation on both the Policy and Technical Committees of BCATS. The Technical Committee reviews all project requests then forwards a recommended priority list of projects to the Policy Committee for final approval and placement in the TIP. All implementing agencies in the Bay City area have participated in the development of projects and priorities identified in the TIP. In addition, a map of the BCATS area is included on page four (4).

Conformity determinations for the TIP are required to demonstrate that emissions from planned actions are consistent with the emissions budgets for the area. Emissions budgets in limited maintenance plan areas may be treated as essentially not constraining for the length of the initial maintenance period because it is unreasonable to expect that such an area will experience so much growth in that period that a violation of the ozone National Ambient Air Quality Standards (NAAQS) would result. The limited maintenance plan for the Bay County area was approved on January 16, 2001. Therefore, the TIP for the Bay City Area Transportation Study for ozone maintenance can be considered to have met the requirement of the emissions budget test.



In addition, approval of the TIP shall be in accordance with the BCATS Participation Plan, which was adopted on June 28, 2006 and amended June 24, 2009 as part of the approval of the 2035 Metropolitan Transportation Plan. The Participation Plan ensures consideration of Environmental Justice concepts. An Environmental Justice analysis of the TIP can be found in Chapter Three (3) of this document.

The BCATS implementing agencies have indicated that sufficient funds are available from the sources indicated to implement the projects listed in the TIP (i.e. non-Federal share will be available). Funds have been included in each agencies approved transportation budget. Furthermore, projects can be funded within available resources.

Project listings for fiscal years 2011, 2012, 2013 and 2014 begin on page 30 of this document.

Outreach

In accordance with the BCATS 2035 Metropolitan Transportation Plan and the Participation Plan, a Public Open House Meeting on the 2011-12-13-14 TIP was held on May 25, 2010, at 4:00 P.M to 7:00 P.M at the Bay County Community Center, 800 John F Kennedy Dr, Bay City MI, 48706.

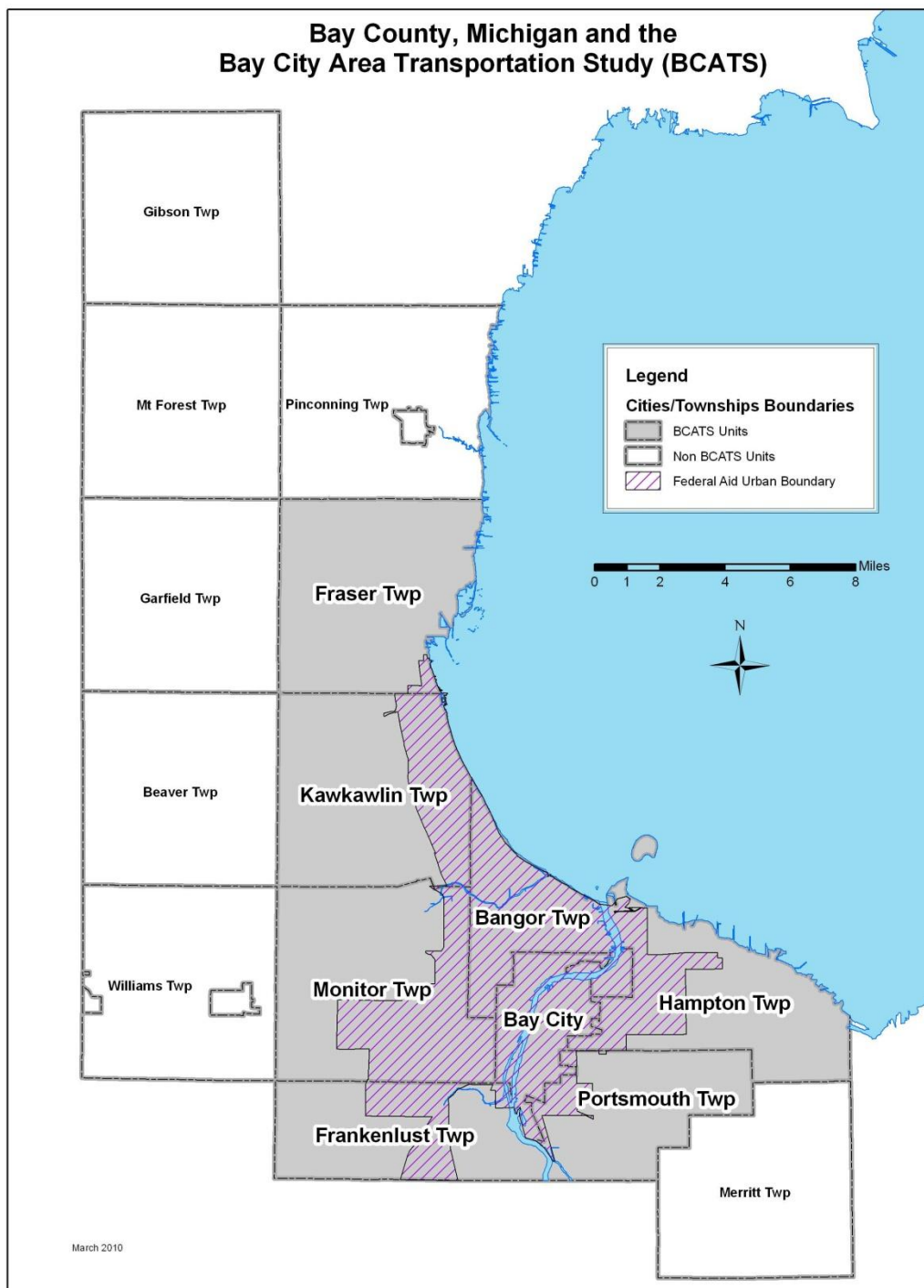
To solicit public comments for the public meeting, BCATS sent letters to our consultation contact list used for our 2035 MTP and updated to reflect changes, informing the public of the projects in the 2011-12-13-14 TIP. A copy of this letter is included in Appendix A. Any comment received backed were incorporated into the program as well as added in Appendix A. The goal of the outreach is to keep those contacts informed on the transportation improvement program and acquire additional feedback from those groups, organizations, and individuals who have concerns or questions regarding the program. As part of the coming update to the Travel Demand Model for the eventual 2040 Metropolitan Transportation Plan, BCATS met directly with the townships and cities and discussed the 2011-14 TIP and well as their specific local plans and programs. Over the development of the 2011-14 TIP, BCATS held these and numerous other discussions with city and township staff, and other community agencies regard any of their local plans as well as BCATS 2011-14.

This contact list, available in Appendix A, included the Bay City Times which published an ad on May 7, 2010 informing the readers of the Public Open House Meeting. Public comments were received at the public meeting.

BCATS also posted the TIP and associated maps and tables on the Bay County Transportation Planning Website at www.baycounty-mi.gov/transportation. Prior to adoption of the TIP, a public hearing was held at the BCATS Policy Meeting on June 16, 2010 at 1:30 P.M. located at the Bay County Building, 515 Center Ave, Bay City MI, 48708 where no additional comments were received.



BCATS Overview Map





Chapter 2 – Financial Plan for Bay City area TIP

Financial Plan

The Bay City Area Transportation Study (BCATS) Transportation Improvement Program (TIP) provides a list of projects detailing how implementing agencies will invest in projects over a four year period by the state and local agencies that have legal responsibility to build, operate, and maintain the state's highway, road, street, non-motorized and public transit systems. Federally-funded expenditures are required by federal law to be consistent with the BCATS Metropolitan Transportation Plan adopted in June, 2007 and to be constrained to include only projects that BCATS anticipates having enough revenue to complete.

The total investment of state, local, and federal revenue in the Bay City area transportation system for the four year period is over \$64 million dollars. The majority of this money is used to maintain and operate the federal aid eligible road and transit transportation systems. The remainder is for capital projects. Following goals and objectives as adopted in the BCATS Metropolitan Transportation Plan, TIP expenditures ensure that federal funding is being expended in a logical and wise manner to best maintain the system as a whole.

In 2001 and 2002, MDOT, Michigan's Metropolitan Planning Organizations and FHWA spent an extensive amount of time discussing revenue estimating techniques and financial constraint at a financial workshop. The first workshop was held in March of 2001. As a result, revenue estimates are developed by MDOT with consultation and with concurrence from the Michigan Transportation Planning Association, an association of Michigan's MPO directors, using the methodology developed at the workshop.

Surface Transportation Program (STP) funding included in the revenue estimates has been based on the previous funding levels in the BCATS 2008-09-10-11 TIP. Using the FY 2011 funding levels, a 3.2% growth factor was established for each future year from 2012 to 2014. This 3.2% growth rate assumption (which is used in the financial tables contained in this document) was derived cooperatively with MDOT, FHWA and Michigan MPO's as discussed above and is roughly consistent with anticipated revenue increases derived from federal authorizations. These growth factors and estimates are employed to appropriately express the revenues for each year in terms of the dollars for that specific year.

Local bridge, Enhancement and Safety programs are under the jurisdiction of MDOT, which retains project selection authority as well as maintaining control over revenues to be made available program-wide and by region.

Additional, FHWA revenue sources identified by MDOT in the form of general program accounts for FY 2011-2014 are intended for use on the transportation system. These include Highway Safety funds, Capital Preventive Maintenance/Highways and Bridge funds, Trunkline Rail Crossings, Trunkline Enhancements and Preliminary Engineering. General Program Accounts will be used only for categorically excluded projects that are known and too small to be listed individually.



Transit funding assumptions are based on historic revenues identified in the transit elements of the TIP, transit operator dialogue with FTA and are determined cooperatively by MDOT, transit operators and Michigan MPO's. Transit planning funds, though identified in the TIP, are not included in the revenue tables since they are not available to directly improve, maintain or operate the transportation system. In addition, the BMTA transit element identifies carried over projects and funding from prior fiscal years.

Operations and maintenance will be addressed in each program, but not necessarily within the demonstration of financial constraint tables as federal funds are not being used.

Operations and Maintenance funds which are used to help maintain the existing road and street system are estimated based on FY 2011 funding revenues from the MDOT website. The annual estimated amounts of \$9,365,000 of Michigan Transportation Funds and \$350,000 of Local Program Funds are funds used in operations and maintenance of the local road system in addition to the projects listed in the TIP that are project specific and use STP funding. The City of Bay City collects approximately \$230,000 per year through a .75 mill street operating millage. Approximately \$950,000 of operations and maintenance funds within the City of Bay City is spent on the two city owned bridges. Currently, the ability to adequately maintain and operate the existing transportation system has become a great challenge with the lack of additional funding for transportation programs and the continuing rising costs associated with operations and maintenance.

Operating and Maintenance funds for Bay Metro Transit are approximately \$7.3 million annually. Fares cover 10% of operating expenses. Other sources of revenue include the local property tax levy (31%), State of Michigan assistance (35%), federal assistance (22%) and miscellaneous (2%). The role of the Federal Transit Administration has been mostly in the area of capital acquisitions, providing 80 percent of the funds for most major items (buses, building improvements, and maintenance equipment).

Typically the BCATS Technical and Policy Committee's program all available STUL estimated revenues when drafting and approving a new TIP for adoption. During the adoption of this TIP, all \$5,269,866 of the STUL funds were programmed over the four year and an additional \$275,268 will be advanced from FY 2015 to complete one project in FY 2014. In the recent past and currently all BCATS funded projects in the TIP have been programmed on the lump sum dollar allocation methodology rather than on a pro-rata basis. The STUL dollar amounts shown are the exact dollar amounts allocated and if there should be cost overruns, it is up to the local agency to cover the additional expense.

The Michigan Department of Transportation utilizes a 5% inflation factor for construction cost estimates on projects programmed in future years. For the projects in the 2011-2014 TIP, the other agencies, Bay County Road Commission and Bay City used the same 5% inflation factor for projects programmed in future years.



Financial constraint for amendments must be re-demonstrated with the addition or removal of any projects. Financial tables will be updated with all TIP amendments and administrative modifications. A copy of the fiscal constraint table is available in Appendix B. The table shows the total revenue and commitments, both federal and non-federal being received for each fiscal year, 2011-2014, and from which specific highway funding program or transit funding program. A description of the funding programs follows beginning on page 9. On the highway portion of the table, it is additionally split between the local transportation agencies and the MDOT revenues and commitments within the BCATS. Fiscal constraint is displayed when the total commitments for a specific year do not exceed the total revenues for the same year. However, commitments can exceed revenues for a specific funding program as projects may be funded from multiple programs, but the overall total commitments must not exceed the overall total revenues in any given year.

Completed FY 2008/2009/2010/2011 TIP Projects

During the life of the FY 2008/2009/2010/2011 TIP, the BCATS implementing agencies completed several major projects. **In FY 2008 TIP**, those include: reconstruction of Pine St between Center Ave (M-25) and Nebobish Ave (Bay County Road Commission); reconstruction of Center Ave (M-25) between Johnson St and Livingston St (MDOT); reconstruction of I-75 between Hotchkiss and south of US-10; the City of Bay City's reconstruction of N Henry St between North Union St and Wilder Rd (obligated in 2007, constructed in 2008).

In FY 2009 TIP, those include painting and rehabilitation on the Liberty and Independence Bridges, reconstruction and safety improvements to the Marquette Ave Connector of Walnut St and Ohio St which utilized funding from the American Reinvestment and Recovery Act (ARRA); the reconstruction of Harrison St between 32nd St and 38th St in Bay City. MDOT rehabilitated the I-75 bridges over the Kawkawlin River, added a paved shoulder on M-13 from M-247 north into Arenac County (funded through ARRA), and made repairs to bridges along US-10 also funded through ARRA.

In FY 2010 TIP, those include: the reconstruction of M-84 from Delta Rd to Euclid Ave (part will be reconstructed in 2011) including the replacement of the bridges on the M-84; I-75 reconstruction south of Hotchkiss and south into Saginaw County which are both entirely funded through ARRA. Other ARRA projects include joint repairs and rehabilitation on Wilder Rd, Truman Parkway, Woodside Ave, and Marquette Ave (Bay City and Bay County Road Commission); resurfacing of Borton Ave in Essexville; and Bay Arenac Dr (formerly known as Skill Center Dr) resurfacing.

Delayed Transportation Projects

Originally listed in the FY 2002/2003/2004 TIP, the M-84 expansion project from south of Delta Rd to M-13 (Euclid Ave), was delayed in 2003 when it was deferred pending reasonable assurance of achieving and sustaining system condition goals and the identification of additional funding. As part of the American Reinvestment and Recovery Act, this project was moved forward and is under construction in 2010 and 2011. As a result of the decreasing transportation funding levels within the State of Michigan, more projects will be delayed unless additional



funding at the state level is made available. Delayed projects in BCATS are included on the illustrative list of projects and include I-75 reconstruction from Linwood Rd to the Bay-Arenac County Line and M-13/M-84 Salzburg Ave reconstruction from the Lafayette Bridge to Euclid Ave.

Project Selection Process

For projects to be included in the TIP, BCATS sends out a “Call for Projects” to the implementing agencies. Those transportation projects received are brought forward to the BCATS Technical Committee for review at a meeting open to the public where input is sought. The Technical Committee then prioritizes the projects based on how each project will enhance the entire system in the BCATS region based on condition of adjacent roads, traffic volumes, truck routes, and overall benefit to the roadway system and users in general. During this review the amount of available funds by the implementing agencies available for transportation projects is taken into account. The prioritization process has worked well in the past as it balances the implementing agencies ability to budget for the local match requirement, and yet focuses on the best projects for the system as a whole. The Technical Committee then recommends to the Policy Committee the prioritized projects for inclusion in the TIP. The full Policy Committee then votes on the recommended projects after review of all comments and suggestions.

Amendments & Administrative Changes

It is important to remember what constitutes an amendment and what represents an administrative change because each has a different process and approval procedures. The table below provides guidance to assist local agencies in determining whether an amendment is needed for a project or if an administrative change is sufficient.

Amendments Include:	Administrative Changes Include:
1. Adding new project(s). New projects include projects previously deleted from the TIP and then resubmitted at a later time for inclusion in the TIP.	1. Carrying a project from one approved TIP to the next as long as it is not a major capacity project and the carrying forward is done in the first quarter of the first year of the new TIP.
2. Deleting projects	2. A minor change in scope of work (generally, anything not mentioned in the “Amendment” column is considered minor).
3. Extending the length of a previously approved project one-half mile or greater. This is considered a major change in scope of work.	3. Cost increases of 10 percent or less without a major change to scope of work AND without over programming the TIP.
4. Adding a travel or turn lane one-half miles or greater to a previously approved project. This is considered a major change in scope.	4. Changing the source of federal aid within the same federal agency.
5. Adding a new project phase to a previously approved project. This is considered a major change in scope.	5. Changing the order of approved projects by year within the TIP.
6. Adding federal funds to a previously non-federally funded project.	6. Changing a federally funded project to advance construct. The project must be shown in both the advance construct and payback years.
7. Cost increases by more than 10 percent with or without a major change in scope of work.	



Highway Funding Programs

The project tables from Fiscal Years 2011, 2012, 2013, and 2014, which are included in Appendix B, show a demonstration of financial constraint of federally assisted programs in for the Bay City Area Transportation Study.

Following is a brief description of the programs listed in the project and fiscal constraint tables for FY 2011, 2012, 2013 and 2014.

Highway Funding Programs include:

- **Interstate Maintenance (IM)** - IM funds are used for the maintenance of the national Interstate Highway system. Within BCATS, that includes seven (7) urban miles of I-75 and additional 15 miles of rural I-75.
- **National Highway System (NH)** - The National Highway System funds are used for road improvement on roads on the NHS, which tend to be limited access highways and primary arterials.
- **Surface Transportation Program (STP)** - STP is used by state and local jurisdictions for road and transit projects. Local projects are eligible for funding from the annual allocation of STP Funds to the Metropolitan Planning Organization (MPO). Road projects must be located on roads functionally classified as a rural collector or higher. Ten percent of the STP fund is set aside for the Transportation Enhancement fund program. The remaining funds are used statewide or distributed to the MPO for use in the urbanized areas, rural areas, and small cities in rural areas with a population of 5,000 to 50,000 people. BCATS receives funds from the STUL category for MPO with population less than 200,000. This funding category also includes:
 - **STP-Enhancement** - Ten percent of Michigan's STP funding is set aside for Transportation Enhancement Activities (STE). These monies are designated specifically for the enhancement of the intermodal transportation network on projects such as landscaping, installing bicycle paths, historic preservation and mitigation of storm water run-off. Once these projects are selected they will be amended into the Transportation Improvement Program.
- **Bridge Program** - the Critical Bridge Program is established in state law with a state grant from the Michigan Transportation Fund (MTF). Federal Bridge funds that may only be spent off the federal aid system and federal STP funds are also part of the program.
- **Congestion Mitigation & Air Quality Program (CMAQ)** - the CMAQ program is federal program with the purpose of helping states meet the requirements of the federal Clean Air Act. Grants are made based on applications from state and local agencies



- **Safety** - SAFETEA-LU represents a change in the way STP-Safety funds are distributed as previous legislation (TEA-21) allocated ten percent of STP funds for local safety projects statewide. The Safety program (STH, STG, STR, STRG or SUG), which is now a standalone program, allows for items such as upgrading traffic signs and signals, replacement of guardrail or eliminating the need for guardrail, replacement of bridge railing and approach guardrail, removing roadside obstacles, and small intersection improvements.
- **Equity Bonus (TEDF)** - Includes Economic Development Category C - Urban Congestion and Category D – Rural
 - **Transportation Economic Development Fund, Category C Program** - the TEDF-C program is established in state law with a set aside of state and federal (Minimum Guarantee) funds for urban county congestion relief. The recipients include Kent, Genesee, Macomb, Oakland, and Wayne counties.
- **Other Federal Aid:**
 - **High Priority Projects (HPP)** - Funding dedicated to specific High Priority Projects as listing in the transportation bill SAFETEA-LU.
 - **American Recovery and Reinvestment Act (ARRA)** – Economic Recovery Program
 - **Recreational Trails Program** - the Recreational Trails program is a federal program for the purpose of providing improvements for motorized and non-motorized recreational trail users.
 - **Local Rail/Highway Crossing Program** - the rail crossing program is funded with a statutory set aside of state and federal funds for the purpose of improving safety at rail/highway crossings.
 - **State Park Access Program** - the SPA program is a non-mandatory set aside of federal STP funds for the purpose of improving local roads that serve state parks.
 - **Federal Allocations** - federal allocations include the congressionally-designated High Priority Projects from SAFETEA-LU, TEA21 and Demonstration projects of pre-TEA21 authorizations, as well as funds passed out at the discretion of the U. S. Secretary of Transportation. These funds are typically provided for a very specific project or use. The federal discretionary projects are often not known until during the fiscal year in which they are received and may need to be amended into the TIP when they are known.
- **Other Non-Federal** - Includes state ‘M’ programs, Economic Development Grants, Bonds, and “Jobs Today” funds

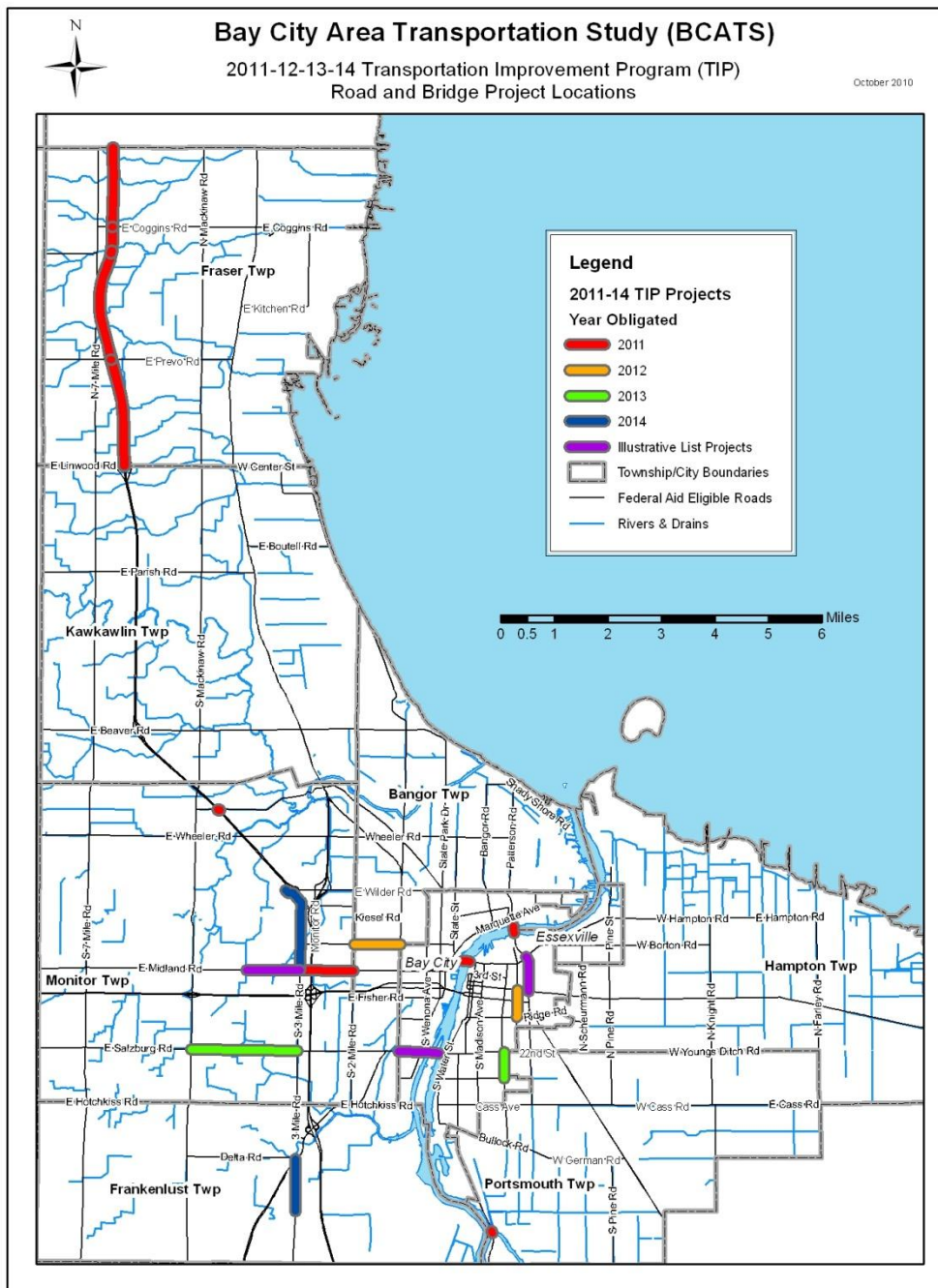


Transit Funding Programs Include:

- **5307 UZA (Operating)** - Formula grant program for urbanized areas (UZA) over 50,000 in population. Funds are apportioned to urbanized areas utilizing a formula based on population, population density, and other factors associated with transit service and ridership, dedicated for operation.
- **5307 UZA (Capital)** - Formula grant program for urbanized areas over 50,000 in population. Funds are apportioned to urbanized areas utilizing a formula based on population, population density, and other factors associated with transit service and ridership, dedicated for capital improvements.
- **5309 Capital** - (New Starts, Bus & Bus Facilities): Provides discretionary capital assistance for the establishment and improvement of busway systems and upgrading of bus systems (buses, bus related equipment and facilities).
- **5310 ELD/DIS** - This program provides capital funds for transportation purposes to private, nonprofit corporations and associations, and public agencies for the specific purpose of assisting them in providing transportation services meeting the special needs of elderly persons and persons with disabilities. Public agencies are eligible to receive funding under this program if they have been approved by the state to coordinate services for elderly persons and persons with disabilities, and if they certify to the state that no non-profit corporations or associations are readily available in the area to provide service. Capital expenses may include vehicles, maintenance equipment, computers and communication equipment.
- **5311 Non-UZA** - This is a formula assistance program used to provide federal funding to all legal bodies that provide general public transportation non-urbanized areas of the state. Funds may be used of capital, operating, and administrative assistance.
- **5316 Job Access/Reverse Commute** – This program was established to improve access to transportation services to employment and related activities for welfare recipients and eligible low-income individuals and to transport residents of urbanized and non-urbanized areas to suburban employment opportunities.
- **Local Operating Millage** - Revenue generated from a 0.75 mill property tax levy which is renewable every 5 years (last renewed in November 2004) within the County of Bay
- **Farebox Revenue** - Funds received from BTMA passengers on fixed route and Dial-A-Rail services
- **Homeland Security (Other Federal Funding - Transit)** - Funding is available to transit agencies through the Department of Homeland Security for the following uses: Installation of physical barricades; Area monitoring systems such as video surveillance, motion detectors, thermal/IR imagery or chemical/radiological material detection systems



2011-2012-2013-2014 TIP Project Map





Chapter 3 – Environmental Justice

Environmental Justice

In April 1997 the U.S. Department of Transportation (DOT) issued the DOT order on environmental justice to address Environmental Justice in Minority Populations and Low-Income Populations (DOT Order 5610.2). The order generally describes the process for incorporating environmental justice principles into all DOT programs, policies, and activities.

Environmental justice is an important part of the planning process and must be considered in all phases of planning. This includes all public participation plans and activities, the development of Regional Transportation Plans and Transportation Improvement Programs adopted by BCATS. Specifically, BCATS will consider environmental justice concerns within their established public involvement procedures.

There are three fundamental concepts of environmental justice:

- To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

BCATS has identified census block groups where a high percentage of low-income and minority populations live so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed. BCATS updated its public Participation Plan in 2006 to eliminate barriers and engage minority and low-income populations in transportation decision making.

However, BCATS cannot fully meet community needs without the active participation of well-informed, empowered individuals; community groups; and other non-governmental organizations. These individuals and groups advance the letter, spirit, and intent of environmental justice in transportation when they are involved in public participation activities (meetings, hearings, advisory groups) to help BCATS understand community needs, perceptions, and goals. Our basic message to all citizens is that the earlier you get involved, the better your chances will be to create the impact you desire. There are many situations where public participation has influenced transportation decisions made in our community.

Transportation programs and projects cannot proceed without citizen acceptance and support that comes through an educated public and an open inclusive process.



BCATS has worked with the following groups for environmental justice purposes: the five Citizen District Councils, the Hispanic Community Agency, the NAACP Bay City branch, the Saginaw Chippewa Indian Tribe, the Bay City Housing Commission (low income) and the Division on Aging. Of particular note, the City of Bay City and the Chippewa Tribe have cooperated on past projects by agreeing on an official protocol for the handling and disposition of human remains. BCATS has contacted the five Citizen District Councils to solicit input into the transportation planning process. BCATS has notified the local president of the NAACP regarding the TIP and Metropolitan Transportation Plan. TIP project and meeting information is posted on the BCATS website <http://www.baycounty-mi.gov/transportation> as well as being published in the local newspaper, Bay City Times, and in and around the Bay County Building. BCATS hosted a Public Open House Meeting to present the TIP to the public and solicit comments on Tuesday, May 25, 2010 from 4 p.m. to 7 p.m. at the Bay County Community Center, 800 John F Kennedy Dr, Bay City, MI 48706. BCATS will continue the ongoing development of strategies to ensure cooperation between the MPO and community organizations representing low-income populations and minority populations.

Definition of “Minority” for Purposes of Environmental Justice

According to the U.S. DOT Order 5610.2 the following groups are defined as “minority”:

1. Black (a person having origins in any of the black racial groups of Africa).
2. Hispanic (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race).
3. Asian American (a person having origins in any of the original people of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands).
4. American Indian and Alaskan Native (a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition).

Definition of “Low-income” for Purposes of Environmental Justice

“Low-Income” is defined as a person whose household income is at or below the Department of Health and Human Services (HHS) poverty guidelines. HHS poverty guidelines are used as eligibility criteria for the Community Services Block Grant Program and a number of other federal programs. However, a state or locality may adopt a higher threshold for low-income, as long as the higher threshold is not selectively implemented and is inclusive of all persons at or below the HHS poverty guidelines.

Development and Analysis

BCATS has developed a demographic profile of the transportation planning area that includes identification of the locations of minority populations and low-income populations as covered by the executive order on environmental justice.

The tables and maps, beginning on page 16, identify the minority populations and low-income populations in the BCATS area. The maps identify minority and low-income areas in relation to the FY-2011/12/13/14 proposed TIP projects, in order to provide a visual analysis of potential impacts.



Of the 12 total street and highway projects and 4 illustrative projects in the TIP, 5 projects are located within or adjacent to census tracts identified as having a total minority percentage higher than the overall BCATS average for all census tracts. For each identified minority population, 6 projects are located within or adjacent to African American minority areas, 11 projects are located within or adjacent to Asian minority areas, 10 projects are within or adjacent to Native American minority areas, and 7 projects are within or adjacent to Hispanic minority areas. In addition, 10 of the 16 projects are within or adjacent to block groups which have been identified to have a low-income population higher than the overall BCATS average for all block groups.

Overall, 13 of the 16 of the street and highway projects are completely preservation and maintenance in nature. These projects do not include any relocations and displacements. Two of the expansion projects, two phases of Midland Rd, both involve the addition of a center turn lane, but do not include any relocations and displacements.

During the planning process, all projects will have an opportunity for public comment and participation. For major projects in the TIP, open houses will be conducted by the implementing agencies. These project open houses are held to discuss the socio-economic impacts of the project on the community which includes any low-income populations or minority populations. Mailing lists are compiled and invitations sent to everyone in the affected neighborhood. Also, during construction, appropriate detour routes are developed to minimize delay and disruption on all population groups. Having followed the adopted environmental justice practices BCATS has not identified any disproportionate adverse effects on minority and low-income populations.

There are also 29 transit projects identified in the TIP. The service area of the Bay Metro Transit Authority is the entire County of Bay which encompasses all of BCATS. The Bay Metro Transit Authority promotes equity within their transportation programs. For example, Bay Metro supplies transit service to everyone, regardless of where they live, if they own a vehicle or not. Bay Metro has discounted fares for the elderly, the disabled and students populations. Outside of vehicle replacement purchases and operating costs, all projects are for improvements at the central passenger station or the main administrative building. These 29 projects benefit all identified minority populations and low-income populations.

This TIP was adopted according to the BCATS Participation Plan, which ensures that the decision-making process was open and fair and there was no denial or delay of benefits to minority and low-income populations. It should be noted that the Participation Plan was updated as part of the 2035 Metropolitan Transportation Plan and was adopted on June 28, 2006 and amended on June 24, 2009.

BCATS will continue to address environmental justice issues over the life of the TIP. Coordination with the MDOT with assistance and guidance provided by the FHWA will help to refine and expand on our efforts.



Identification of Minority Populations for Environmental Justice Analysis

By Census Block Group for the BCATS Area

Source: 2000 U.S. Census

All Bold percentages above BCATS average

Block Group	Total Pop.	African Amer. Pop.	% African Amer.	Asian Amer. Pop.	% Asian Amer.	Hispanic Amer. Pop.	% Hispanic Amer.	Native Amer. Pop.	% Native Amer.	Total Minority Pop.	% Total Minority
BAY CITY											
01001	515	23	4.47%	4	0.78%	34	6.60%	12	2.33%	73	14.17%
02001	608	56	9.21%	0	0.00%	58	9.54%	0	0.00%	114	18.75%
02002	564	72	12.77%	0	0.00%	75	13.30%	12	2.13%	159	28.19%
03001	550	76	13.82%	4	0.21%	74	13.45%	9	1.64%	163	29.64%
03002	953	56	5.88%	2	0.21%	51	5.35%	6	0.63%	115	12.07%
04001	768	15	1.95%	2	0.00%	54	7.03%	18	2.34%	89	11.59%
04002	618	23	3.72%	0	0.00%	52	8.41%	13	2.10%	88	14.24%
04003	756	62	8.20%	11	1.33%	59	7.80%	7	0.93%	139	18.39%
04004	1049	41	3.91%	14	1.33%	83	7.91%	25	2.38%	163	15.54%
05001	490	8	1.63%	2	0.35%	11	2.24%	1	0.20%	22	4.49%
05002	565	2	0.35%	2	0.35%	8	1.42%	1	0.18%	13	2.30%
05003	789	9	1.14%	5	0.52%	23	2.92%	1	0.13%	38	4.82%
05004	768	19	2.47%	4	0.52%	39	5.08%	0	0.00%	62	8.07%
05005	1142	28	2.45%	5	0.19%	45	3.94%	2	0.18%	80	7.01%
06001	523	1	0.19%	1	0.19%	29	5.54%	6	1.15%	37	7.07%
06002	926	7	0.76%	0	0.59%	35	3.78%	2	0.22%	44	4.75%
06003	680	34	5.00%	4	0.59%	61	8.97%	4	0.59%	103	15.15%
06004	826	20	2.42%	0	0.47%	63	7.63%	7	0.85%	90	10.90%
07001	851	40	4.70%	4	0.47%	107	12.57%	13	1.53%	164	19.27%
07002	575	29	5.04%	9	0.13%	80	13.91%	6	1.04%	124	21.57%
07003	764	30	3.93%	1	0.13%	77	10.08%	3	0.39%	111	14.53%
07004	829	58	7.00%	13	0.00%	110	13.27%	12	1.45%	193	23.28%
07005	566	34	6.01%	0	0.00%	119	21.02%	3	0.53%	156	27.56%
08001	1610	18	1.12%	3	0.56%	48	2.98%	2	0.12%	71	4.41%
08002	1247	1	0.08%	7	0.56%	90	7.22%	1	0.08%	99	7.94%
08003	931	6	0.64%	3	0.21%	50	5.37%	2	0.21%	61	6.55%
09001	960	19	1.98%	2	0.21%	108	11.25%	2	0.21%	131	13.65%
09002	1012	15	1.48%	14	1.71%	102	10.08%	4	0.40%	135	13.34%
09003	526	11	2.09%	9	1.71%	34	6.46%	2	0.38%	56	10.65%
09004	704	21	2.98%	8	0.28%	49	6.96%	4	0.57%	82	11.65%
10001	724	1	0.14%	2	0.28%	53	7.32%	0	0.00%	56	7.73%
10002	772	1	0.13%	1	0.16%	19	2.46%	3	0.39%	24	3.11%
10003	636	4	0.63%	1	0.16%	28	4.40%	3	0.47%	36	5.66%
10004	807	4	0.50%	7	0.13%	31	3.84%	6	0.74%	48	5.95%
10005	756	0	0.00%	1	0.13%	40	5.29%	1	0.13%	42	5.56%
10006	668	5	0.75%	2	0.00%	27	4.04%	0	0.00%	34	5.09%
11001	544	13	2.39%	0	0.00%	50	9.19%	0	0.00%	63	11.58%
11002	531	6	1.13%	9	1.54%	23	4.33%	2	0.38%	40	7.53%
12001	781	12	1.54%	12	1.54%	29	3.71%	2	0.26%	55	7.04%
12002	824	7	0.85%	1	0.46%	53	6.43%	3	0.36%	64	7.77%
12003	873	10	1.15%	4	0.46%	63	7.22%	8	0.92%	85	9.74%
12004	1085	11	1.01%	2	0.77%	37	3.41%	2	0.18%	52	4.79%
12005	776	9	1.16%	6	0.77%	48	6.19%	5	0.64%	68	8.76%
13001	866	5	0.58%	1	0.56%	39	4.50%	3	0.35%	48	5.54%



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13002	532	16	3.01%	3	0.56%	15	2.82%	6	1.13%	40	7.52%
13003	1183	8	0.68%	1	0.08%	65	5.49%	4	0.34%	78	6.59%
13004	794	26	3.27%	8	1.01%	25	3.15%	2	0.25%	61	7.68%
ESSEXVILLE											
51001	793	6	0.76%	5	0.63%	17	2.14%	7	0.88%	35	4.41%
51002	1574	7	0.44%	16	1.02%	27	1.72%	8	0.51%	58	3.68%
51003	793	7	0.88%	1	0.13%	20	2.52%	6	0.76%	34	4.29%
51004	606	0	0.00%	0	0.00%	14	2.31%	7	1.16%	21	3.47%
HAMPTON											
52001	852	7	0.82%	1	0.12%	11	1.29%	2	0.23%	21	2.46%
52002	1009	25	2.48%	21	2.08%	52	5.15%	12	1.19%	110	10.90%
52003	1080	6	0.56%	12	1.11%	24	2.22%	2	0.19%	44	4.07%
52004	1211	2	0.17%	2	0.17%	17	1.40%	0	0.00%	21	1.73%
52009	5750	92	1.60%	32	0.56%	151	2.63%	27	0.47%	302	5.25%
PORTSMOUTH											
53001	1376	9	0.65%	1	0.07%	39	2.83%	8	0.58%	57	4.14%
53002	992	3	0.30%	1	0.10%	20	2.02%	1	0.10%	25	2.52%
53003	758	15	1.98%	1	0.13%	57	7.52%	1	0.13%	74	9.76%
53004	493	0	0.00%	2	0.41%	9	1.83%	0	0.00%	11	2.23%
FRANKENLUST											
54001	754	3	0.40%	18	2.39%	3	0.40%	1	0.13%	25	3.32%
54002	770	12	1.56%	15	1.95%	14	1.82%	1	0.13%	42	5.45%
54003	1006	1	0.10%	18	1.79%	21	2.09%	1	0.10%	41	4.08%
MONITOR											
55001	1057	6	0.57%	4	0.38%	12	1.14%	0	0.00%	22	2.08%
55002	1171	1	0.09%	4	0.34%	11	0.94%	0	0.00%	16	1.37%
55003	1108	1	0.09%	1	0.09%	10	0.90%	6	0.54%	18	1.62%
55004	559	0	0.00%	0	0.00%	19	3.40%	0	0.00%	19	3.40%
55005	2265	6	0.26%	14	0.62%	39	1.72%	2	0.09%	61	2.69%
57001	1724	4	0.23%	3	0.17%	44	2.55%	6	0.35%	57	3.31%
57002	705	0	0.00%	5	0.71%	11	1.56%	3	0.43%	19	2.70%
57003	534	3	0.56%	1	0.19%	5	0.94%	3	0.56%	12	2.25%
57004	914	0	0.00%	5	0.55%	18	1.97%	1	0.11%	24	2.63%
BANGOR											
58001	2818	47	1.67%	42	1.49%	123	4.36%	9	0.32%	221	7.84%
58002	817	1	0.12%	4	0.49%	13	1.59%	3	0.37%	21	2.57%
58003	1837	14	0.76%	2	0.11%	41	2.23%	9	0.49%	66	3.59%
58004	910	2	0.22%	13	1.43%	21	2.31%	7	0.77%	43	4.73%
59001	1571	6	0.38%	7	0.45%	56	3.56%	3	0.19%	72	4.58%
59002	1785	4	0.22%	2	0.11%	39	2.18%	3	0.17%	48	2.69%
59003	1990	5	0.25%	5	0.25%	55	2.76%	23	1.16%	88	4.42%
60001	1077	0	0.00%	1	0.09%	19	1.76%	3	0.28%	23	2.14%
60002	1185	0	0.00%	5	0.42%	15	1.27%	0	0.00%	20	1.69%
60003	1557	5	0.32%	8	0.51%	32	2.06%	4	0.26%	49	3.15%



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KAWKAWLIN											
61001	1603	4	0.25%	2	0.12%	23	1.43%	5	0.31%	34	2.12%
61002	861	4	0.46%	0	0.00%	36	4.18%	3	0.35%	43	4.99%
61003	913	0	0.00%	4	0.44%	23	2.52%	5	0.55%	32	3.50%
61004	1727	16	0.93%	4	0.23%	35	2.03%	10	0.58%	65	3.76%
FRASER											
62002	146	0	0.00%	0	0.00%	0	0.00%	1	0.68%	1	0.68%
62003	1262	2	0.16%	1	0.08%	17	1.35%	8	0.63%	28	2.22%
62004	1008	7	0.69%	8	0.79%	15	1.49%	5	0.50%	35	3.47%
62005	959	0	0.00%	3	0.31%	15	1.56%	4	0.42%	22	2.29%
BCATS Totals											
	90697	1305	1.44%	488	0.54%	3716	4.10%	440	0.49%	5949	6.56%

Identification of Low-Income Areas for Environmental Justice Analysis

By Census Block Group for the BCATS Area

Source: 2000 U.S. Census

All Bold percentages above BCATS average

Block Group	Total Population	Population for whom Poverty Status was Determined	Pop. Below Poverty Level	% BELOW POVERTY LEVEL
BAY CITY				
01001	515	516	100	19.38%
02001	608	435	170	39.08%
02002	564	524	200	38.17%
03001	550	526	181	34.41%
03002	953	990	171	17.27%
04001	768	717	49	6.83%
04002	618	599	129	21.54%
04003	756	868	250	28.80%
04004	1049	997	273	27.38%
05001	490	517	48	9.28%
05002	565	569	29	5.10%
05003	789	741	59	7.96%
05004	768	752	21	2.79%
05005	1142	1147	109	9.50%
06001	523	524	32	6.11%
06002	926	929	99	10.66%
06003	680	675	108	16.00%
06004	826	827	152	18.38%
07001	851	825	271	32.85%
07002	575	603	159	26.37%
07003	764	755	104	13.77%



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07004	829	851	128	15.04%
07005	566	525	267	50.86%
08001	1610	1632	29	1.78%
08002	1247	1246	51	4.09%
08003	931	910	70	7.69%
09001	960	900	172	19.11%
09002	1012	1111	236	21.24%
09003	526	541	94	17.38%
09004	704	658	141	21.43%
10001	724	746	99	13.27%
10002	772	739	68	9.20%
10003	636	644	103	15.99%
10004	807	828	0	0.00%
10005	756	768	90	11.72%
10006	668	638	72	11.29%
11001	544	512	68	13.28%
11002	531	542	37	6.83%
12001	781	790	66	8.35%
12002	824	856	195	22.78%
12003	873	885	105	11.86%
12004	1085	1034	85	8.22%
12005	776	756	114	15.08%
13001	866	851	137	16.10%
13002	532	527	86	16.32%
13003	1183	1216	64	5.26%
13004	794	776	45	5.80%
ESSEXVILLE				
51001	793	784	19	2.42%
51002	1574	1537	97	6.31%
51003	793	903	41	4.54%
51004	606	542	9	1.66%
HAMPTON				
52001	852	783	10	1.28%
52002	1009	953	61	6.40%
52003	1080	1121	88	7.85%
52004	1211	1286	53	4.12%
52009	5750	5428	847	15.60%
PORTSMOUTH				
53001	1376	1352	28	2.07%
53002	992	1012	64	6.32%
53003	758	759	178	23.45%
53004	493	479	24	5.01%
FRANKENLUST				
54001	754	759	14	1.84%
54002	770	719	50	6.95%
54003	1006	1052	16	1.52%



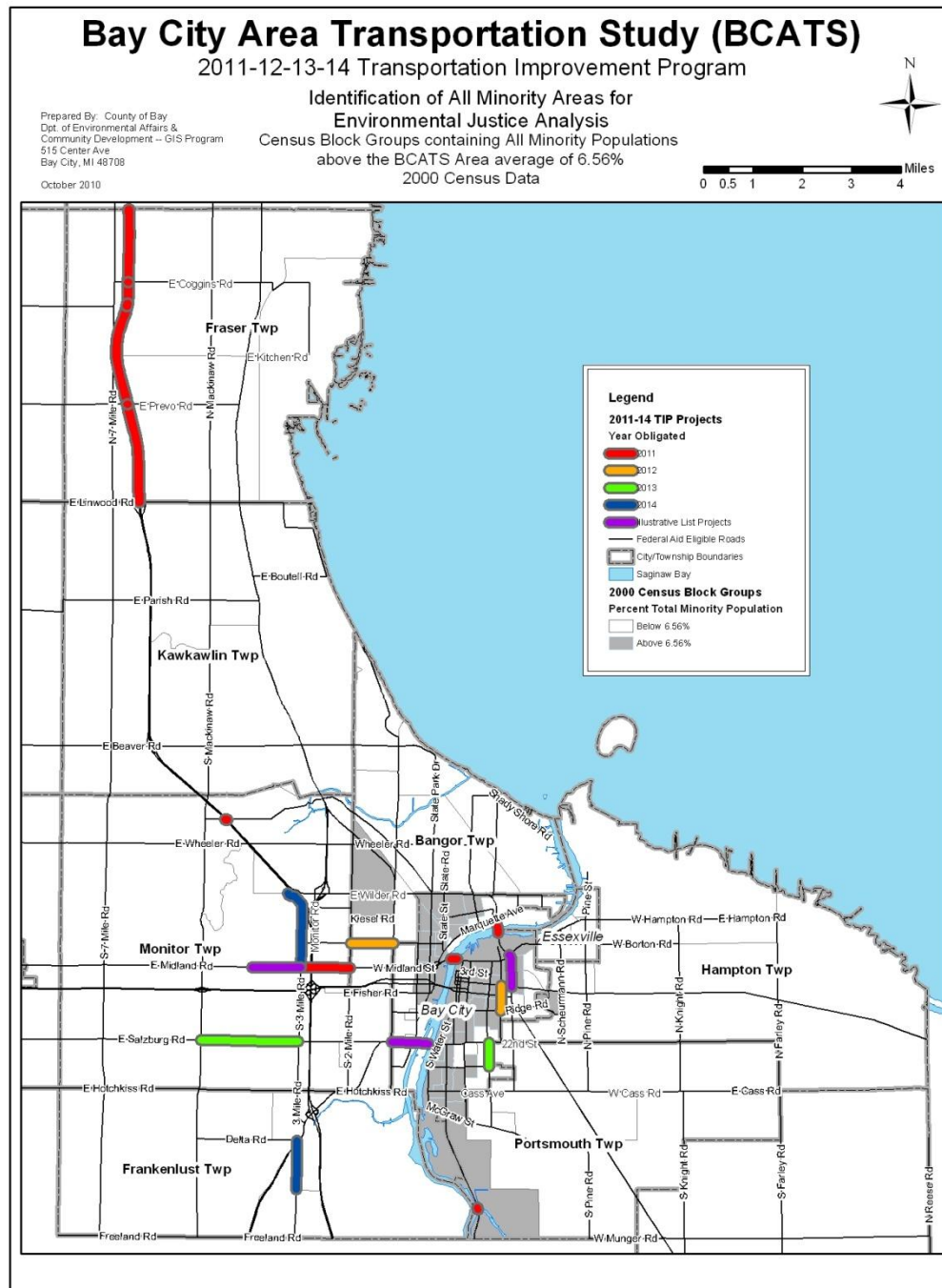
Bay City Area Transportation Study (BCATS)
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MONITOR				
55001	1057	1051	17	1.62%
55002	1171	1077	43	3.99%
55003	1108	1030	75	7.28%
55004	559	581	7	1.20%
55005	2265	2260	115	5.09%
57001	1724	1727	130	7.53%
57002	705	735	52	7.07%
57003	534	524	32	6.11%
57004	914	891	70	7.86%
BANGOR				
58001	2818	2815	328	11.65%
58002	817	756	78	10.32%
58003	1837	1861	106	5.70%
58004	910	795	19	2.39%
59001	1571	1557	67	4.30%
59002	1785	1778	67	3.77%
59003	1990	1991	267	13.41%
60001	1077	1085	77	7.10%
60002	1185	1160	49	4.22%
60003	1557	1525	43	2.82%
KAWKAWLIN				
61001	1603	1764	62	3.51%
61002	861	930	26	2.80%
61003	913	747	72	9.64%
61004	1727	1591	89	5.59%
FRASER				
62002	146	142	6	4.23%
62003	1262	1217	109	8.96%
62004	1008	1026	107	10.43%
62005	959	977	86	8.80%
Totals	90697	89580	9134	10.20%



Project Overview Map / Total Minority

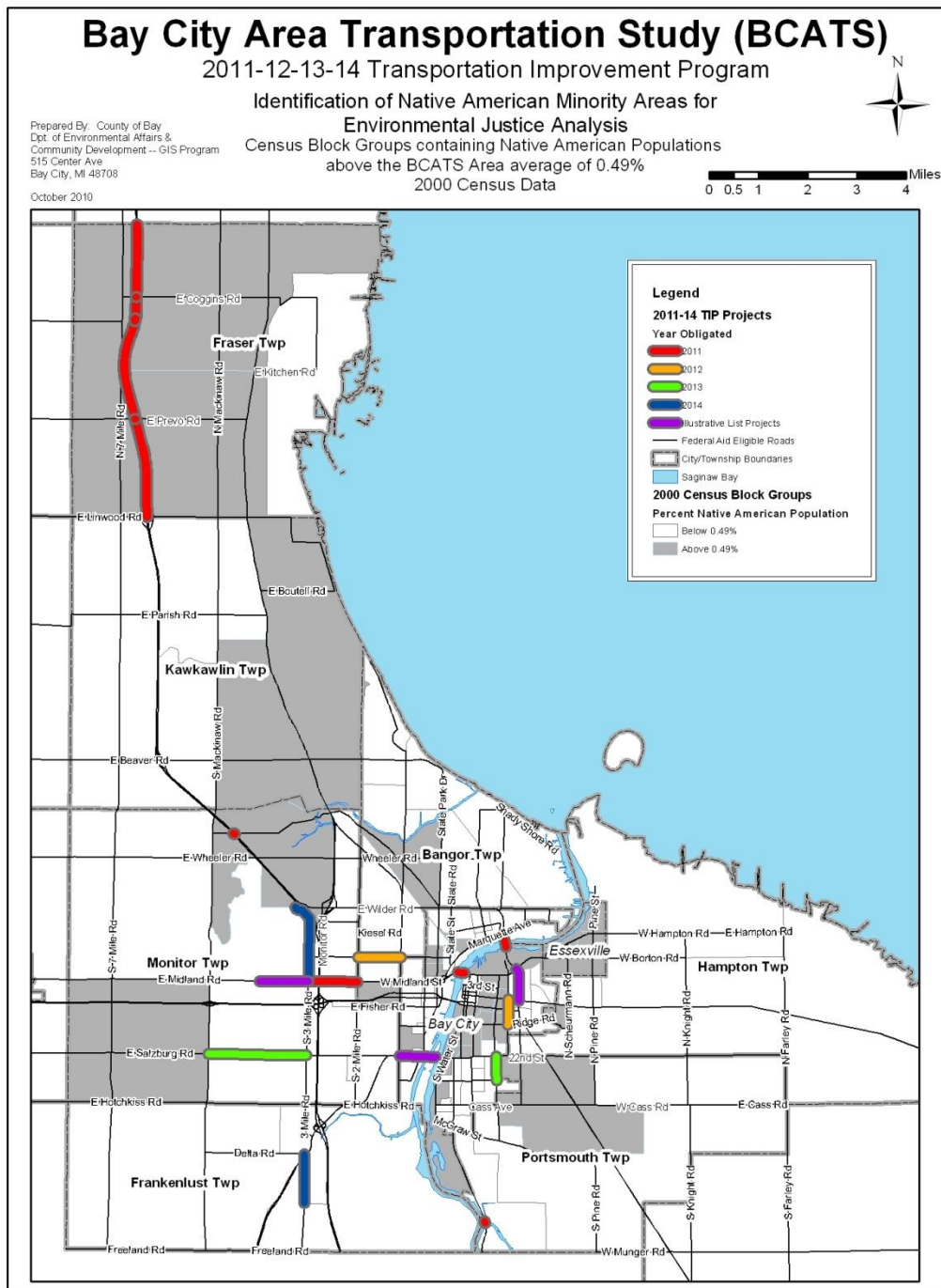




- BCATS FY 2011/12/13/14 TIP Page - 22 -

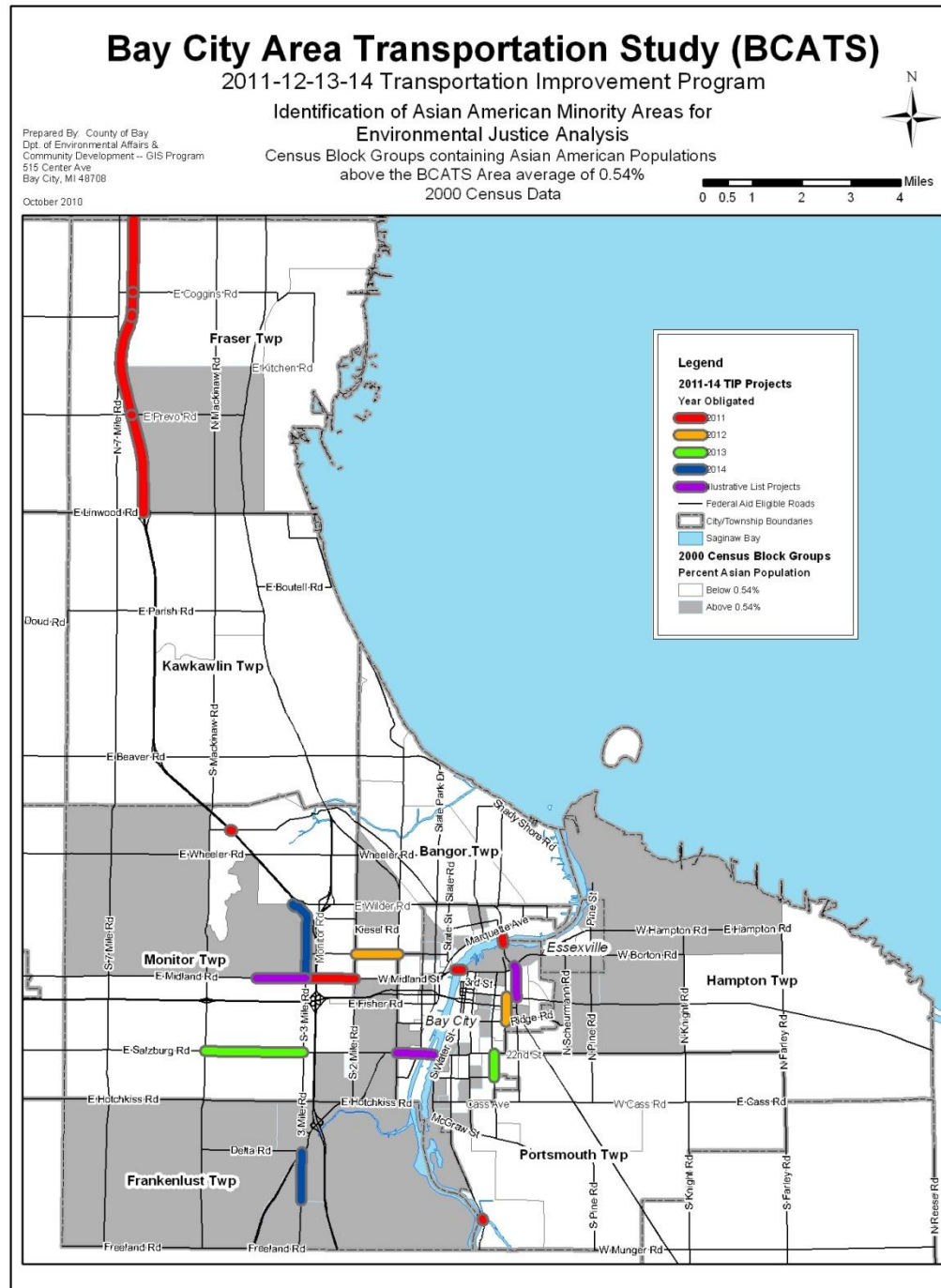


Project Overview Map / Native American Minority



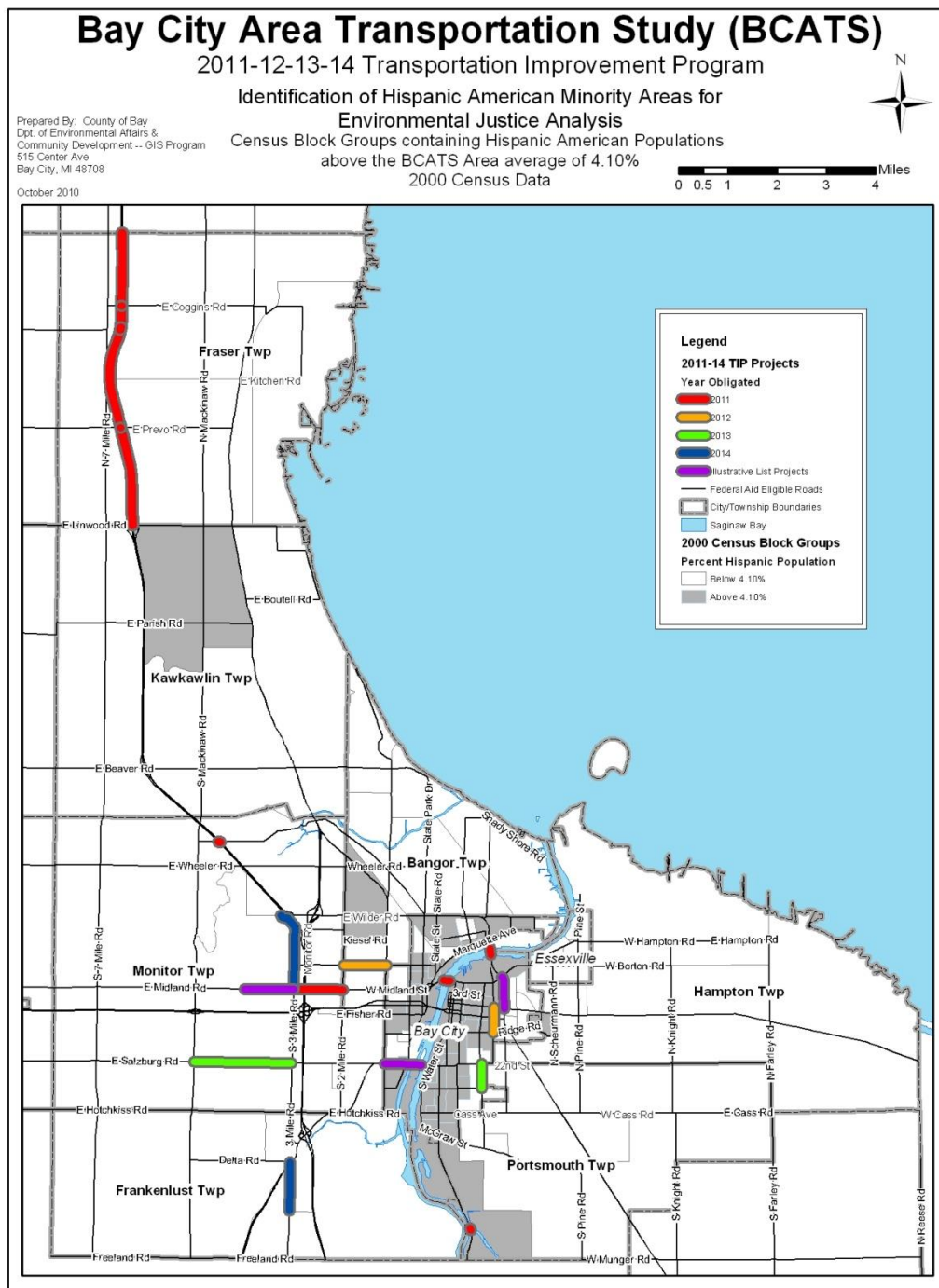


Project Overview Map / Asian American Minority



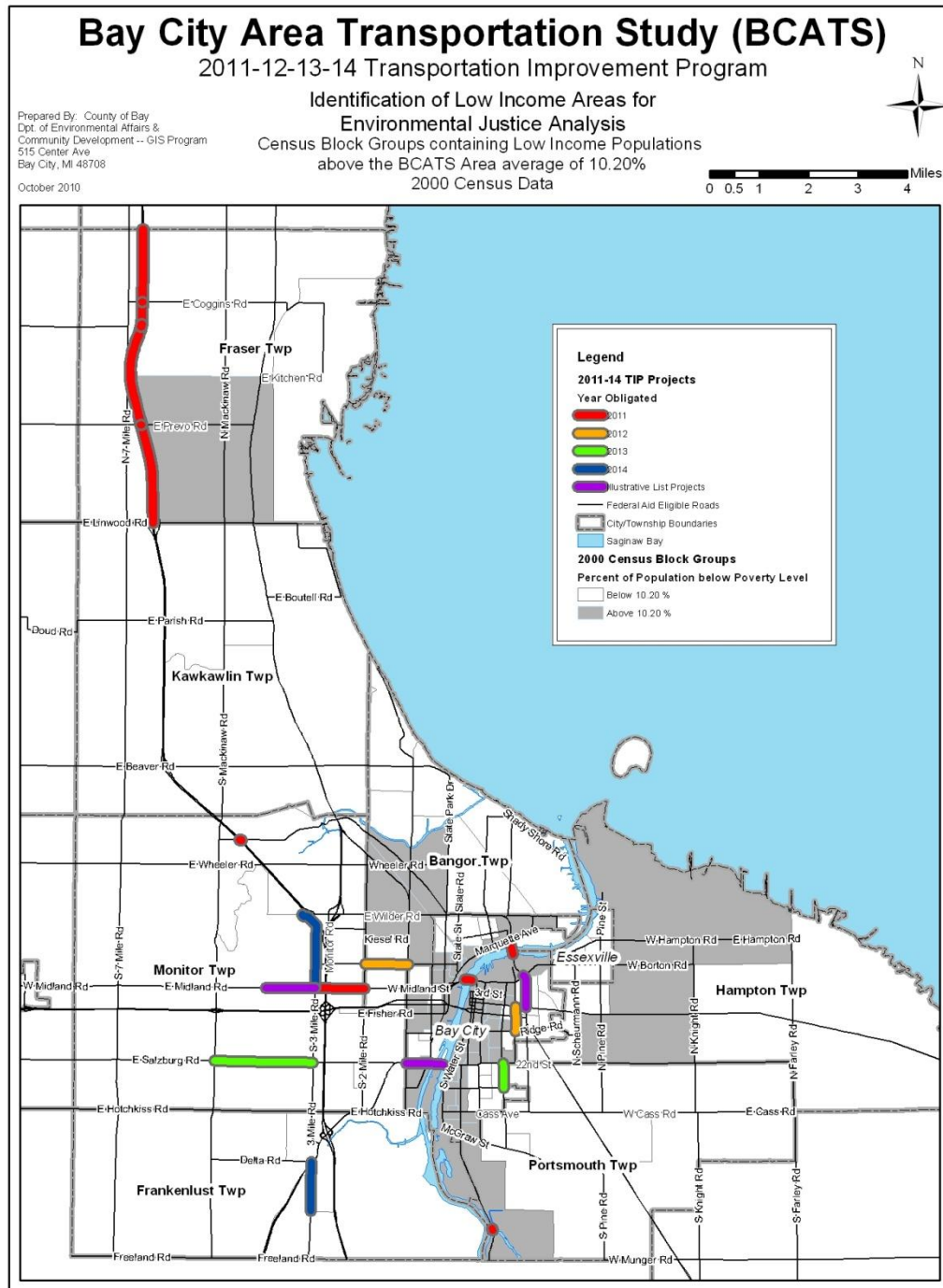


Project Overview Map / Hispanic American Minority





Project Overview Map / Total Low-Income Population





Appendix A

Metropolitan Transportation Planning Process Certification

**METROPOLITAN TRANSPORTATION
PLANNING PROCESS CERTIFICATION**
(for Attainment Areas)

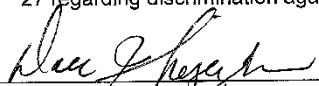
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JUL 01 2010


BAY COUNTY
ENVIRONMENTAL AFFAIRS

In accordance with 23 CFR 450.334, the Michigan Department of Transportation and the Bay City Area Transportation Study (BCATS), the Metropolitan Planning Organization for the Bay City, Michigan urbanized area, hereby certify, as part of the STIP submittal, that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450.334;
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- IV. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VI. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- VII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- VIII. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- IX. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.


Dale Majerczyk, Chairman
Bay City Area Transportation Study

6-16-2010
Date


Susan Mortel, Director
Bureau of Transportation Planning

6-29-10
Date



Consultation Letter

BAY COUNTY TRANSPORTATION PLANNING

515 Center Avenue, Suite 504
Bay City, Michigan 48708

DAVID ENGELHARDT

BCATS DIRECTOR

Bay City Area Transportation Study

engelhardtd@baycounty.net

Phone (989) 895-4064

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TDD (989) 895-4049

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LAURA OGAR, DIRECTOR

Environmental Affairs &
Community Development

Geographic Information Systems
Gypsy Moth Suppression Program
Mosquito Control
Transportation Planning

TOM HICKNER

County Executive

May 7, 2010

**Bay City Area Transportation Study
2011-12-13-14 Transportation Improvement Program (TIP)
Public Comment and Open House**

The Bay City Area Transportation Study (BCATS) is seeking public comment on the proposed 2011-12-13-14 Transportation Improvement Program (TIP). The public is encouraged to submit comments to BCATS by any of the following methods: In writing to David Engelhardt, BCATS Director, 515 Center Avenue, Suite 504, Bay City, MI 48708; By phone to 989-895-4064; By fax to 989-895-4068; By email to engelhardtd@baycounty.net, or: By visiting the BCATS office at the above address. Please submit comments by June 11, 2010.

In addition, an Open House to discuss the TIP will be held on Tuesday, May 25, 2010 from 4:00 p.m. to 7:00 p.m. at the Bay County Community Center, 800 John F Kennedy Dr, Bay City.

A copy of the proposed TIP is attached and is also available for review at the BCATS Office or on the BCATS Website at www.baycounty-mi.gov/transportation.

Pursuant to the Americans with Disabilities Act, individuals with disabilities may request aids/services within a reasonable time period to participate in the meeting. To request aids/services please contact: Michael Gray, Director of Administrative Services, Office of the Bay County Executive, 515 Center Avenue, Suite 403, Bay City, MI 48708-5125. Phone: 989-895-4130/TDD: 989-895-4049 or graym@baycounty.net.



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Northwest CDC
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Bay City, MI 48706

Ms. Jan Rise, Chair
Northeast CDC
1728 Green Ave
Bay City, MI 48708

Mr. Michael Weiler, Chair
Columbus Avenue CDC
2473 Dewyse Rd
Bay City, MI 48708

Mr. Thomas Baird, Chair
South-End CDC
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William Bartlett, Chair
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Ken Lange, Chair
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Al Tacey, Chair
Hampton Township DDA
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Essexville, MI 48732

Allen Clemons, Chair
City of Essexville DDA
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Essexville, MI 48732

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Bay City, MI 48708

Dan Hatton, Chair
Bangor Township EDC
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Ms. Idella White, Branch
President
NAACP, Bay City Branch
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Bay City, MI 48707

Mr. Herb Schmidt, Chair
Senior Citizen Advisory
Committee
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Bay City, MI 48706

Ken Thomas, James Clements
Airport
c/o Doug Dodge
614 River Road
Bay City, MI 48706

AAA Taxi
1107 Saginaw St
Bay City MI, 48708

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Bangor Township Public
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Bay City, MI 48706

Bay City Public Schools
Mike Gwizdala, Transp.
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Essexville-Hampton Public
Schools Transportation Program
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Essexville, MI 48732

Doug Rise
Bay City Housing Commission
1200 N Madison Ave
Bay City, MI 48708-5978

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Jennifer Carroll, Exec. Director
PO Box 602
Bay City, MI 48707-0602

Bay County Division on Aging
Becky Reimann, Director
515 Center Ave., Ste. 202
Bay City, MI 48708-5123

Region VII Area Agency on
Aging
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Bay City, MI 48706

Tri-City Cyclist
Hobart Barker, President
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Midland, MI 48641-1248

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Kawkawlin, MI 48631

Go-To Transport, Inc.
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Bay City, MI 48708

Michigan Sugar Company
2600 S. Euclid Avenue
Bay City, Michigan 48706

Fabiano Brothers
1885 Bevanda Ct
Bay City, MI 48706



Bonnie Robison, General
Manager
Corrigan Moving- Midland-
Saginaw-Bay City
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Bay City, MI 48706

Telamon Corporation
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Bay City, MI 48708

Fish and Wildlife Service
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Environmental Protection
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Chicago, IL 60604

Michigan DNRE
Saginaw Bay District
401 Ketchum St. Suite B
Bay City, MI 48708

National Trust for Historic
Preservation
1785 Massachusetts Ave, NW
Washington, DC 20036-2117

Michigan HAL
Office of State Archaeologist
P. O. Box 30740
Lansing MI 48909-8240

USDA - Michigan State Office
3001 Coolidge Rd
East Lansing, MI 48823-6349

Michigan Dept. of Agriculture
P.O. Box 30017
Lansing MI 48909

MBS International Airport
Jeff Nagel, Airport Manager
8500 Garfield Rd
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201 Townsend St
Lansing, MI 48913

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300 N Washington Square
Lansing, MI 48913

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		Delta College Larry Ramseyer, Facilities Manager 1961 Delta Rd University Center, MI 48710
		Federal Transit Administration 200 West Adams St., Rm. 2410 Chicago, IL 60606



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Bay City MI, 48708

Valerie Roof, Executive
Director
Saginaw Bay Land Conservancy
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Bay City, MI 48707-0222

Shirley Roberts, CAHRT
901 Saginaw Street
Bay City, MI 48708

Comments Received

From:

>>> "Annette Jeske" 5/26/2010 3:59 PM >>>

Mr. Engelhardt,

On behalf of staff at Region VII AAA we applaud your plans to better reach ethnic minorities in Bay County, and hope that as your TIP develops that BCATS can also keep in mind the needs of our county's nearly double-digit senior population and those with disabilities, relative to wheelchair access (specifically sidewalks in the city), lifts on buses, etc.

Respectfully submitted,

Annette Jeske
Program Development/Grant Manager
1615 S Euclid Ave
Bay City, MI 48706

From:

>>> Wendell Dilling 5/30/2010 10:56 PM >>>

Dear Mr. Engelhardt,

I encourage the Bay City Area Transportation Study (BCATS) group to take into consideration the "Complete Streets" concept for the proposed 2011-2014 Transportation Improvement Program (TIP). This concept proposes that new or reconstructed streets and roads be made so that they accommodate non-motorized transportation (bicycles, walkers, etc) as well as motorized. I have bicycled considerably in Bay City and Bay County over many years. I would be pleased to respond to any questions or comments anyone might have.

Thank you.

Wendell Dilling
Member of the Midland Non-Motorized Transportation Advisory Committee

From:

>>> Bay Area Chamber of Commerce 6/6/ 2010 >>>

Bay Area Chamber of Commerce
Community & Economic Development Council
Transportation Work Group
901 Saginaw Street
Bay City, MI 48708



Dear Dave,

The Transportation Work Group which is part of the Community and Economic Development Council of the Bay Area Chamber of Commerce would like to comment on the Transportation Improvement Program which has been developed by the Bay City Area Transportation Study.

One of the 2010 Goals and Objectives of the Bay Area Chamber of Commerce is to **“Implement a cooperative community and economic development program designed to create economic stability and growth with an emphasis on jobs, income, and tax base expansion.”** Two points under these goals and objectives that pertain to transportation are **“Work with the Department of Transportation to include the development of a new interchange at US 10 and Mackinaw Road in the Michigan Five Year Transportation Improvement Program”**. The second point is to **“Support development of an interchange at US 10 and Garfield Road and widening of Garfield from US 10 to MBS Airport”**.

The Mackinaw Road and US 10 interchange is noted in the TIP and is on the schedule for 2014. The Work Group would recommend keeping it in the TIP and even moving it up in the schedule if funding would become available sooner. Members of the Work Group made comments about the difficulty at the interchange with the narrow lanes on the overpass and the problems that large trucks have navigating the ramps off and on the highway. As you know the industrial park is located near that interchange and Fabiano Brothers recently opened a large distribution center there. Large trucks use the interchange on a regular basis and in order to continue the development of the park, adequate access is needed to the highway system to induce businesses to locate there.

The Work Group is aware that the US 10 and Garfield overpass and Garfield Road to the airport are not in the Bay City Area Transportation Study district of responsibility but we would request that you forward our support of these two projects to the appropriate entities. With the expansion of the airport, adequate routes to access the airport are of great importance to businesses and travelers using these roads.

As we are all aware, good roads and bridges are important to encourage businesses to locate in our state or in our local community. Currently dozens of paved county roads are in danger of being converted back to gravel roads because we lack the funding to maintain the pavement. There has been a study group at the state level looking at funding for road improvement and their recommendations need to be evaluated and the means to pay for better roads and bridges needs to be investigated.

Thank you for consideration of the Work Groups comments!

Sincerely,

Vaughn Begick, Chair
Duane Scheuerlein
Ed Keating
Jennifer Carroll
Alice Girard



Appendix B - Projects, Illustrative List, Fiscal Constraint Tables